

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,313 號叁拾壹百叁千壹萬壹第 日柒十月玖年六十二緒光 HONGKONG, THURSDAY, NOVEMBER 8TH, 1900. 肆拜禮 號捌月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

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" " 18 " " 19th.

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Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

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Hongkong, 9th November, 1899. [2-1873]

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Hongkong, 1st December, 1899. [146]

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Telegraph address "Victoria, Canton." A. B. C. and A. L. Coles used.

MADAR & FARMER, T. F. DA CRUZ, Proprietors. Hongkong, 16th November, 1899. [144]



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HONGKONG DISPENSARY.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 8th, 1900

No further news has come from the North, since the first announcement, of Russia's reported intention to restore Newchwang to the Chinese Government, but to-day's London telegram reveals Russia's policy still more fully than the handing back of Newchwang would have done. China is invited, through the medium of Li Hung-chang, of course, to resume the government of Manchuria under Russian protection. Two questions naturally suggest themselves in connection with this matter. Firstly, how can the Chinese Government again undertake the management of Manchuria while the Court is represented by a crowd of fugitives in Shensi, unable to make up their mind to return to Peking and resume the government even of Chihli? And secondly, what is connoted by the words "under Russian protection"? It is difficult to see what apparatus the so-called Government of China has ready for ruling Manchuria at the present moment. There is wanted a fresh set of officials to take the place of the various Tartar generals, etc., who have been degraded, killed, or have committed suicide during the past few months. Then there are the defeated, disorganised, or disbanded troops to be reduced to order once more. There are the ruined towns to be rebuilt and the inhabitants to be brought back and in many cases to be replaced by fresh settlers. The finances of Newchwang are perhaps in a more or less satisfactory condition, but the same cannot be said of the rest of the province. Surely the task is beyond the power of the refugees at Hsianfu, whose work is scarcely law in the immediate neighbourhood of the interior provinces of the Empire. When the Court returns to Peking, the Chinese may be in a position to commence the work of provincial government, but it is nothing more than a mockery to make such a proposal to China just now. Then as to Russian protection, how far is this consistent with the integrity of the

Empire to which in principle Russia has given her adhesion? What establishment of Russian troops within the province will be considered necessary to render this protection efficient? Another question to which an answer would be desirable is whether Russia has taken this line of action after or without consultation with the Western Powers. In the assumption of friendliness toward China which is visible in Russia's "invitation," there looks to be a manifestation of that policy of aloofness from the Western nations which papers like the *Novoe Vremya* and other St. Petersburg journals steadily advocate now. A short time ago on the occasion of the visit of the Shah of Persia to Russia, the *Novoe Vremya* said:—"Persia thanks to its historical past, has come to understand that Russia is the natural defender of the Oriental states. The Russian Tsar is de facto the defender of the Shah's throne." Our relations with Persia must, in the future, "develop themselves in that direction, which corresponds with Russia's historical mission. It is not as co-worker with the West that we should appear in the East, but as Russians, i.e., a nation which has taken its culture from the West, but in whose blood there is much that originates from Asia." It appears that Russia, or the now dominant statesmen in Russia, wish to extend this same policy to China and to teach China to look to Russia as defender against all other aggressors. The idea is not, of course, new. It was well developed at the time of the China-Japan war, and by means of this and the aid of corrupt Chinese officials Russia managed to profit enormously by the course of events which at first promised none too well for her. Unfortunately the decaying Eastern nations are only too ready to be taken in by the one nation of Europe which has any racial affinity to them. The Russians, it must be acknowledged, are peculiarly fitted for the work of subduing the Eastern peoples with which they come in contact. But the subduing does not bring with it any opening of these peoples to the world, or any marked advance on the path of progress. In some articles from which we have quoted lately from the *Daily Chronicle* Mr. HENRY NORMAN has drawn a vivid picture of the great railway work done by Russia in Central Asia; but he fails to impress us with any idea of the elevation of the people under Russian rule. The railways remain in our minds as fine pieces of engineering—for strategic and military purposes. But the builders plainly belong to the party whose views are summed up by a writer using the signature "A Russian Publicist" in the *Contemporary Review*, in the following words:—"The Russians say they do not wish to be, either at home or in the East, the bearers of the civilization of the Western European Powers. They say: 'We wish to maintain our own habits and customs, and also to implant these in neighbouring foreign subject races.' Russia will not agree to the 'Western nations—from whom she has received her science, culture and industrial development—joining her in friendly co-operation in the task of civilising the Orient.'

All this, no doubt, has been repeated many times by men whose words should carry weight, but they have been contemptuously dismissed as Russophobes. Meanwhile Russia's policy continues and develops. Is Manchuria finally coming under the same system which has absorbed almost all Central Asia and the whole of the North? The Powers—mainly, of course, Great Britain—have shown themselves accommodating in the past, and are very likely to accept the situation under the guise of a Russian "protection" of Manchuria. As far as the trade of Manchuria is concerned, it perhaps matters little that it should be lost to the rest of the world. But the Power which encircles and dominates North China is certain ultimately to secure the trade of North China. And this is a prospect which it is hard to imagine all the Powers will face with equanimity.

We received last night from Mr. Roussayelle, Wildman, U.S. Consul-General, the following typhoon warning issued at 1230 p.m. from Manila Observatory:—"Typhoon in the China Sea west of South Luzon; seems to be moving now to N.W. or W.N.W."

A Rugby football match will be played at 4.30 p.m. to-day at the Happy Valley, between teams captained by Mr. McMurtrie and Capt. Loring. The former team will play in club colours, the latter in white. Mr. McMurtrie's Team:—Russell (back); Wall, R.A., Beattie, Sinclair and Wilson, H.M.S. Argonaut (three-quarter backs); Strong, H.M.S. Tamar, and Deacon (half-backs); McMurtrie, Johnson, Bishop, Clark, Wilson, Hawkins, Thomson, and Stockwell (forwards). Capt. Loring's Team:—Lieut. Bingley, R.E. (back); Lieut. Browne, R.N., Capt. Johnston, I.M.S., Lieut. Wigram, R.N., and Capt. Tregear (three-quarter backs); A.C. Stevens, R.E., and C.F. Mulliken, R.A. (half-backs); Capt. Loring, R.A., E.R. Hallifax, Lieut. Mulliken, R.N., Lieut. Griever, R.N., Lieut. Vyvyan, E.W.F., Lieut. Holden, R.N., W. Sandford, and Lieut. Hobson (forwards); Mr. A.F. Williamson will referee.

The steps taken by the American authorities in the Philippines to segregate the numerous lepers to be found in the islands of that archipelago have been universally commended there.

The death is announced of Mr. George Francis Travers-Drapes, Barrister-at-Law, of Bangkok, which occurred at Singapore on the 28th ult. from a long standing complaint.

Brighton distinguished(?) itself at the General Election by giving no less than 4,093 votes to the notorious agitator Kestis, who had the effrontery to stand as a "Protestant" candidate. Messrs. Loder and Wentworth, both Conservatives, however, headed the poll, and the House of Commons was spared the intrusion of this gentleman, whose career was given once by Mr. Labouchere in *Truth*, it may be recollected.

Philippine hemp is exported in enormous quantities abroad for manufacture into rope. The *Manila Times* wonders why dealers there should rest content with this instead of trying to turn the raw material into rope locally. Despite freight charges, says our contemporary, it pays the Hongkong Rope Manufacturing Company to import hemp, and manufacture Manila rope. It ought to pay people on the spot who would have no freight to pay on the raw material.

The closing day of the Singapore Races was on Monday week. From a racing standpoint, the meet was a distinct success. There were seven events, the race for the Stewards' Cup being the principal one, and affording the most interest. There were five contestants, who, after an exciting run, came in to the winning post in the order named:—Tan Boo Liat's *Lyon* 1, Messrs. Wright and Gwynne's *Vagrant* 2, J. Ellerman's *Nereus* 3, H. H. Sultan of Johore's *Bob*, Koh Yew Cheng's *Young Gladstone*.

At the closing session of the Peace Congress at Paris an impassioned address was given by Mr. Stead, who said that the dangers threatening the cause of peace increased every day. People had thought war banished from the world, but England had given them the lie. The election results were a disastrous proof that in order to war against war the peace-makers needed all the courage of soldiers. A resolution in favour of the formation of an international peace union was adopted, when Mr. W. T. Stead, in supporting the resolution, apologised to the Congress for being an Englishman, and expressed regret that he could not call himself anything else. This regret, we feel sure, is shared by all Englishmen.

The following memorandum has been received from the Admiralty by the relatives of the late Captain Henry T. R. Lloyd, R.M.L.I., who was killed in the course of the operations round Tientsin:—"The Commander-in-Chief on the China Station, in a letter dated July 23, 1900, No. 429, in bringing to notice the names of certain officers and men engaged in connection with the attack on the native walled city of Tientsin on July 13 and 14, remarked as follows:—'To those names I should also have added that of Captain Henry T. R. Lloyd, R.M.L.I., had he lived. This officer was with me in the advance towards Peking, and was engaged in every action, showing on all occasions great courage and zeal.'

Mr. T. P. O'Connor describes Sir Ernest Satow as a short man, iron-grey, with an abnormally high forehead; it mounts up high and square, and ends in a point; indeed, at first it seems so extraordinary as to be almost startling. Curiously enough, just in a vague way he seems to suggest the old Japanese drawings of learned men. Sir Ernest has a horror of books on Japan; he will never keep books, he told Mr. O'Connor, that have anything to say about Japan, because they are always so hopelessly wrong. He has read books on Japan, he has had them sent to him by the depot, he has seen them on the bookshelves of other men, and yet he has never read one book that has been in any sense of the word correct. Japan, according to Sir Ernest, has yet to be written about, whether it be of the theatres, or of the wrestlers, the flower gardens, or the music of the country; it is all a new field—untouched. People in England know nothing of Japan.

The first concert of the season in connection with the Soldiers' Club was held on Tuesday evening under the direction of Mr. J. H. Moir, bandmaster, R. W. F. There was a good attendance and a capital programme was most creditably gone through. Captain the Hon. H. W. Trevelyan contributed a song, "The Powder Monkey," which was encored. Mr. Alec Marsh, Mr. A. G. Ward, and Sergeant Burrell, A. F. C., also gave their services, the two last named as accompanists. Mr. Marsh was loudly applauded for his rendering of "The Village Blacksmith." As an encore he substituted the rollicking song "Simon the Collarer," which was equally well received. He was also recalled for "In Sheltered Vale." Arm-Sergt Viggers, A.O.C., and Staff-Sergeant Ward, R.A.M.C., were each responsible for a couple of comies; Messrs. Longhurst and Terrill sang "Army and Navy." Mr. Terrill also gave a song. Songs were also sung by Sergt. Simmers, R.E., and ship's corporal Treunth. The programme also included a step dance by Sergt. Kealy, R.M.L.I., a trombone quartette by Band Corporal Hunt, Bandsman Thompson, Green, and Hughes, a euphonium solo by Bandsman Morris, R.W.F., and several selections by the Band of the Royal Welsh Fusiliers. During the evening a subscription was taken up for the benefit of the widow and children of the late Sergeant Hammetton, R.W.F., who died while serving with the China Expeditionary Force. About \$88 was collected, among the coins being a counterfeit dollar. This was detected by Mr. Terrill, who put it up by auction. It was bought by Private Miller, of the R.W.F., for \$4.

Plumbago of very fine quality has been discovered in North Queensland. A parcel of 100 tons is stated to be on its way to Melbourne as a trial consignment.

The *Englishman* learns that 100 men representing the Indian Army—not 500—will proceed to Sydney for the Federation Celebration in December. They will sail from Calcutta about the end of November.

A Havas telegram announces the promotion of the following Indo-Chinese officers:—Generals Coronat, Chevalier, and Frey to the rank of Général de Division; and Cols. Gail, Clamorgan, and Perreux to the rank of Brigadier-General.

A telegram from Simla states that the question of re-organising the supervising gymnastic staff in India to improve the gymnastic training of the British and native army, is now being considered. It is hoped that funds for the purpose will be included in next year's budget.

A Berlin correspondent of the *L. & C. Express* states that nine Prussian officers who have studied in the Berlin Institute of Oriental Languages, have been ordered to join the East Asiatic Regiments, as well as one Hanoverian, one Saxon, and one Wurtemberg officer. Five hundred naval recruits who entered the Marine Battalions on the 1st ult. will be sent to Kiao-chow early next spring.

The receipts of New South Wales for the past year were £10,268,087, and the ordinary expenditure £10,098,857, leaving a balance of £169,230 to set against the war and plague expenditure. The estimated revenue for the current year is £10,360,889, and the expenditure, excluding war and plague expenses, £10,331,170. The estimated expenditure of the Federal Government for the first six months is £100,000, of which the share of New South Wales will be £30,000.

We have reason to believe, says a home paper that Chih has the intention to pick a quarrel with Peru and Bolivia. In some quarters it has been thought that Chilian designs are directed against Argentina, but as matters stand Chih thinks Argentina too strong to be attacked. Her idea is to smash Peru and Bolivia, as she thinks she can, and at the same time settle accounts with Argentina. He is the suggested confederation of South American States to muzzle Chih. It may be added that the Chilian Fleet, which has usually been superior to that of any other South American Squadron, is now exceptionally strong, and in a high state of efficiency.

A correspondent writes to the *London and China Express* of Sir Ernest Satow, with whom he is well acquainted:—"I am confident that no fitter man for the post of Minister to China is to be found anywhere. I am not thinking of his scholarly attainments, which, with some, they may imagine that he is a mere bookworm. Nothing could be further from the truth. On the contrary, he is an eminently practical man, cool, clear-headed, firm, and yet conciliatory, and with a capacity for hard work, which will be much needed at the present juncture. He is a safe man, without a single blunder on his official record of nearly forty years. Sir Ernest Satow's sure judgment in political matters was recognised so long ago as 1837. It was largely on the information and advice given by him that Sir Harry Parkes based his sound policy of promptly (long before the other Powers) recognising the Mikado as the real sovereign of the country, which did so much to strengthen our influence in Japan at that time."

An intemperate Boer in the course of a letter to the *Times* of the 6th ult., in which he says among other things:—"We have always despised and loathed the British race, and we can only look forward eagerly for the time when your atrocious cant, your filthy luxuries, and your degrading vices will make an end of a people who are as vile as those who lived in old times in the Cities of the Plain"—makes a remark which displays unconscious humour in a high degree. "Our venerable and still venerated President, Mr. Kruger," he says, "broken by age, disease, and anguish, has shown us a grand example, and has proved in his own person that he would rather leave the land of his birth than submit to live in peace and luxury under the British flag." The idea of Mr. Kruger retiring in anguish with all the gold which he has amassed in his long and corrupt reign, rather than live "in peace and luxury under the British flag," is indeed a noble one. Mr. Kruger had a very good notion where peace and luxury were most likely to be found when he was smuggled out of South Africa on a Dutch man-of-war.

The Peace Congress, which, as we have recorded, met in Paris last month, passed among other resolutions one condemning the missionaries as responsible for the troubles in China, and denouncing their propaganda as intolerant, aggressive, and awkward, for, supported as they were by military and diplomatic action, they were a perpetual source of conflicts and creative of hatreds. The resolution asserted that the ecclesiastics established in China, in return for hospitality received from the Chinese, rendered insults, provocations, and injustice. "The rivalries, intrigues, and inconsistencies of the Powers and their diplomats, especially during the last ten years, gravitate according to the monetary interest between extreme weakness and savage brutality, treating the Chinese, now as a formidable Power, and being as a negro nation of the seventh class." The Congress stated the belief that the only policy sanctioned by existing conditions consists in preparing for the formal abandonment of religious propaganda and of protectorates; in supporting a native Government capable of accomplishing the necessary internal reforms and in assuring through the "open door" an effective protection of foreign commerce.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 7th November, 8.10 p.m.

## EXPLOSION ON A JUNK GUARDED BY BRITISH.

A war junk guarded by the British has been exploded at Tulu. The guard and 50 Chinese were killed. The cause of the disaster is unknown.

## MORE EXECUTIONS AT PAOTINGFU.

The *Ostasiatische Lloyd* reports that the Acting Viceroy of Chihli, Ting Yung, the Military Governor Kueiheng, and the Chinese Colonel Wang Chang, have been convicted of murdering missionaries at Paotingfu and were shot by the Allies on Monday.

London, 6th November, 3.10 p.m.

## RUSSIA, CHINA, AND MANCHURIA.

Dr. Morrison telegraphs to the *Times* that Governor General Alexieff, through the medium of Li Hung-chang, has invited China to resume the government of Manchuria under Russian protection.

## THE WAR IN SOUTH AFRICA.

London, 6th November, 3.10 p.m.

## STEYN STILL FIGHTING—THE TRANSVAAL FOR SALE.

Lord Roberts reports that Mr. Steyn is doing his utmost to continue the war. In a speech addressed to the burghers Mr. Steyn said that, failing the intervention of the European Powers, the Transvaal will be sold to the highest bidder.

## REUTER'S SERVICE.

London, 5th November.

## THE PROGRESS OF EX-PRESIDENT KRUGER.

The *Gelderland* has passed Jibutit. Mr. Kruger is seriously ill.

## THE U.S. PRESIDENTIAL ELECTION.

The Presidential election in the United States is concluded. The excitement prevailing is only equalled by the days preceding the Civil War. Both sides profess confidence, but the betting remains at 5 to 1 in favour of McKinley.

## BRITISH SOUTH AFRICA.

Heavy rains throughout the Orange River and the Vaal Colonies are hampering military operations.

Commandant De Wet is now at Frankfort and has seized 800 cattle in the vicinity. A considerable force of Boers is between Aliwal North and Rorerville.

Lord Roberts is detained at Johannesburg owing to the illness of his daughter with enteric fever.

## RETURN OF THE ASIATIC ARTILLERY.

The Asiatic Artillery who went north from Hongkong returned to the colony yesterday. They were received by a guard of honour and the band of the Royal Welsh Fusiliers. H. E. Major-General Gascoigne, C.M.G., addressed a few complimentary words to them. They were marched to their barracks headed by the Fusiliers' Band, H. E. the Major-General also marching at their head as far as Headquarters Office.

## LOCAL MOVEMENTS.

H.M.S. *Marathon* left the harbour yesterday before noon.

The U. S. monitor *Monterey* left yesterday morning for Canton. The *Monterey* is one of the largest war-vessels, if not the largest, which has ever visited Canton.

The French cruiser *Chasseloup Laubat* left on Tuesday night for Foochow.

## LATEST STEAMER MOVEMENTS.

The N. P. steamer *Energia* sailed from Yokohama for Tacoma on the 6th inst.

The N. Y. K. steamer *Hakata Maru* (European Line) left Kobe via Moji for this port on the 6th inst., and is expected to arrive here on the 14th inst.

The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Kobe via Moji for this port on the 6th inst., and is expected to arrive here on the 13th inst.

## THE JUBILEE ROAD.

A START TO BE MADE VERY SOON.

There is now every probability of a start being made very soon in connection with the Jubilee Road. In the first instance it was proposed that the road round Mount Davies should be close to the sea shore. The military authorities objected to this on the ground that it would facilitate the landing of a hostile party. The Jubilee Committee then instructed Messrs. Denison and Ram to trace a road at a higher level. They have done this, and as the Director of Public Works (the Hon. R. D. Ormsby) has approved of their proposal they have set to work to prepare proper plans and an estimate. The road for about half a mile from the Plague Hospital will have an incline of about 1 in 20 at its steepest section. We understand that the Jubilee Committee will hold a meeting to-day, when Mr. Chator is expected back in Hongkong.

## THE CASE OF LANCE-CORPORAL GILES, R.W.F.

The other day one of our evening contemporaries published a letter headed "Corporal Punishment in the Army" in which the case of Lance-Corporal Giles, of the Royal Welsh Fusiliers, was mentioned. The writer of the letter, who signed himself "Disgusted," alleged that while Giles was undergoing six months' imprisonment in Victoria, Goal for a military crime he was punished with "dark cells" for some infringement of prison rules, and "this act having a beneficial effect he was fogged; fogged so brutally that he will bear the marks to his dying day. As a result of this," added "Disgusted," "Giles is now raving in the hospital padded ward and likely to remain so for the remainder of his life." "Disgusted" further observed:—"Giles must have been fogged very shortly before his discharge from prison, because the stripes on his back were still raw. I believe it is the law that a prisoner should be medically examined before the diabolical operation commences, and a doctor present to see it carried out. The only conclusion that any intelligent person can arrive at is—either Giles was insane before he was fogged, and not responsible for his actions, and consequently should not have been fogged, or he was fogged into insanity."

We have made enquiries of the authorities as to the above allegations, and have been supplied with the following version of the facts of the case:—

The man in question was originally tried by court martial for striking a superior officer on the 12th of April, and was sentenced to six months' imprisonment with hard labour. He was admitted to the goal on the 17th April. During his confinement, in goal, he was punished on two occasions for breach of prison discipline, but not at any time was he placed in a dark cell. On the 8th of October, after being six weeks clear of a report, he assaulted a warder and attempted to assault the principal warder, for which offence he received 12 strokes with the "cat o' nine tails."

A prisoner must be certified by the medical officer to be fit before whipping can be administered, and he is examined a second time before the corporal punishment is inflicted. The medical officer and the superintendent, or assistant superintendent of the goal are present when any prisoner receives corporal punishment in accordance with the goal rules. Prisoners are also seen once daily by the medical officer and once each day by the assistant superintendent of the goal.

The prison authorities assert that Giles was perfectly sane during his imprisonment and also when he was released. Everything was carried out in accordance with goal discipline—Giles assaulted a warder and attempted to assault the principal warder; hence his punishment.

Giles appeared before the medical officer before being tried for his offence against goal discipline, and after examining him carefully the medical officer decided that there was nothing to indicate why any punishment which might be imposed should not be inflicted. He again appeared before the medical officer on the morning of his punishment, and the medical officer agreed to the punishment being inflicted and certified that the man was not insane at the time.

With regard to the statement that Giles would bear the marks of his whipping to his dying day, the medical opinion is that the cuts produced by the "cat" were quite superficial, and that there will be no permanent marks at all. The fact that the fogging was administered the day before Giles was released would explain how it was that the marks showed up so when he left the goal.

To show the beneficial effect of the introduction of whipping for breaches of prison discipline has had it may be stated that during the last six years the number of cases in which whippings have been administered has steadily decreased. In 1895 it was 467; 1896, 168; 1897, 69; 1898, 69; 1899, 19; 1900, 16.

It has been determined by the U.S. Administration to rebuild Galveston, if need be, by contributing from the National Exchequer an important loan, to be repaid through the State of Texas and the Galveston Municipality. The *New York Herald* quotes the opinions of leading members of the Army Engineer Corps, who state that Galveston can be made secure from a repetition of the hurricane disaster by the construction of a sea-wall, which would entail no great cost. "To a Government," says the *Herald*, "which has already spent \$3,000,000 for the development of the port, the possible expenditure for its protection cannot be prohibitive." As a matter of fact, the closest scrutiny of the Texas coast reveals no better spot than Galveston for the cotton and grain trade. Its creation and development are not due to arbitrary choice, but to natural causes.











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Hongkong, 27th July, 1897. [1570]

## SPORT AND ANECDOTE.

## BY AN OLD POET.

## THE PROFESSION OF PEDESTRIANISM.

It was very surprising the other day to read  
three-quarters of a column on the subject of  
pedestrianism from such a cultured critic and  
famous litterateur as Mr. Andrew Lang, and  
above all for an article on this topic to appear  
in the columns of the Daily News. Had Mr.  
Lang's graceful pen been devoted to cricket or  
golf one would not have been in any way  
amazed, but beyond doubt Mr. Lang had a fine  
text in reviewing "Running Recollections"—a  
book which is in some sense an autobiography  
of A. R. Downer, who has made a name as a  
foot-racer both as an amateur and a professional.  
Mr. Lang is quite correct when he says that a  
young man had better enlist, patriotism apart,  
than leave the amateur ranks for the status  
of a professional, and that on the whole  
there cannot be a worse profession. I  
have had considerable experience of what are  
generally called pedestrians, and I wish most  
emphatically to confirm Mr. Lang's opinion.  
Speaking first of all from the merely monetary  
point of view very few professional foot-racers  
save any considerable amount of money—which,  
I suppose, is the first test of success. Few  
enjoyed a greater reputation than Harry  
Hutchens, who won Sheffield Handicaps in  
1878, 1879, 1882, and 1891, but this marvellous  
mover—for he seemed to glide over the ground  
with a low stride, running more on the ball of  
his foot than on his toes—realizes more than any  
body else how fleeting is the reputation gained  
on the path, and that it brings no lasting lucre.  
At one time in Australia there were 4800 foot  
handicaps, and men were backed to win thou-  
sands, but did any of them, Charles Samuels,  
the Queensland aboriginal for instance, who was  
as fast as Hutchens, ever keep their money?  
Most foot-runners who race for cash rarely  
own any of that commodity, and only one of all  
the latter-day celebrities has a banking account.  
Dozens of old "peds," as they are termed, are  
very glad if they can, to use the words of  
Eccles in *Cato* "loan the price of a pint." A  
few such as Paddy Cannon, who is now the  
trainer to the Edinburgh Hibernians, and the  
renowned Johnson, of Stockton, who holds the  
same office to the Sheffield Wednesday football  
team, are in comfortable berths, and highly re-  
spected too among sportsmen, but as a rule  
pedestrians who have lost their pristine powers  
are to be pitied. From this, the most sordid  
standpoint, I agree with Mr. Lang that there  
cannot be a worse profession. One of the most  
famous sprinters who ever lived once told the  
writer that he cursed the day he ever put on a  
pair of pumps—and I can well believe him.

A LIFE STORY WHICH POINTS A MORAL.  
But placing the money question on one  
side, Downer's career points a moral. In his  
case we have a youth of good family, for his  
father occupied a position of importance at  
Kingstown, Jamaica, and in that city his uncle  
is the rector of the principal church. Moreover  
I believe that one of Downer's ancestors had  
grounded for believing that he was entitled to a  
peerage—but he never persevered with his claim.  
Brought while a baby by a devoted mother to  
Edinburgh he was educated at Watson's College,  
and at the Edinburgh Institution. Through-  
out his school days Downer's heart was not in his  
books; it was on the running track. His mother  
could not induce him to give up sprinting.  
Failing in his examinations he never qualified  
by diligent study for any profession. As an  
"amateur runner" he made a living because so-  
called "amateur" clubs, managed by business-  
men—not sportsmen—paid Downer and others  
to run at their athletic festivals. But the  
Amateur Athletic Association heard of these  
things, suspended Downer from competing at  
any meeting, and a well bred youth, a Watson's  
College boy, of strikingly handsome presence,  
and splendid physique, was reduced to obtaining  
"the sinews of war" by avowedly running  
for the cash. His first exploit was against a  
cyclist, and then he became the acknowl-  
edged champion from 100 to 500 yards. But  
strength and elasticity are not always with  
us. One of Downer's feet went wrong—and  
with it his supremacy in pace. Downer was  
always an honest runner. It was impossible  
to induce him to lose a race. He went  
straight for the worst, and has sacrificed  
everything for his love of running, which he  
sincerely believes to be the finest sport. But  
personally he would have been more useful in  
the world, if after failing to get into the navy,  
he had applied himself to some wholesome trade.  
There are thousands of young men to-day who  
have an ambition to be a professional at some  
form of sport. In the vast majority of cases  
they had much better follow some handicraft,  
which if monotonous is at any rate enduring.  
To play cricket, or football, to run, or to box  
for pleasure is one thing, but to earn a living  
for only a few years by cricket, football, running  
or boxing is a very different matter. For the  
average man professionalism is to be avoided.

SPORTING LIBRARIES.  
The directors of the New South Wales Sports  
Club, Limited, with headquarters at Sydney,  
have determined to establish a sporting reference  
library. This is an excellent idea, and might  
well be copied not only by similar institutions  
but even by our public libraries. There is a  
wealth of literature in connection with cricket,  
hunting, golf, and turf, shooting, fishing, and  
yachting, which ought to be at the disposal of  
the public quite as much as masses of fiction.  
The great difficulty would be to make a judicious  
selection. For instance, I know a gentleman  
who has collected considerably over 1,000 books  
on cricket alone. Of course a really fine sport-  
ing library could be selected in one hundred  
books—and some day, I will give you my idea of  
what these consist of.

ALL ABOUT THE BOY SWIMMER.  
I see that the boy swimmer, David Billington,  
is announced to make an attempt on some records.  
This lad, who, it will be remembered, won the  
1,000 Yards Northern Championship in the sea  
at Blackpool, in August, is quite a remarkable  
youth. A native of Basing, he was born on  
July 5th, 1885, and his father taught him to  
swim at the tender age of ten, and a year  
later he commenced to learn the trade of a  
weaver—so that whatever Billington does in  
time to come he will have the skill and the  
knowledge to earn a living. Although only 15  
years of age, he has made a great name. When  
he was 12 he swam in the 1,000 Yards Northern  
Championship, and compassed the course in 15  
mins. 53 secs. When 13 he swam a mile in 29  
mins. 42 secs., a quarter mile in 6 mins. 35 secs.,  
and 100 yards in 1 min. 23 secs. I consider  
these times wonderful, especially for a boy who  
only stands 5 feet and half an inch, with a chest  
measurement of 30 inches. Already he has won  
over one hundred prizes. He went on a little  
tour along the south coast where they are very  
fond of swimming races at their regattas.  
Fourteen prizes fell to his lot, and when he  
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always finds time to swim once a day. Practice  
makes perfect—whether it be in swimming or  
playing the piano.

A CHAMPION GABERMAN'S OFFER TO A  
PROFESSIONAL.  
What constitutes the charm of crossing the  
English Channel, says on the Dover steamboat.  
Passes my comprehension. Captain Matthew  
Webb swam from England to France in 1875—  
and only this year Monte Helbin, Frank  
Holmes, and even a lady from Austria have had  
an ambition to rival poor Webb. The other  
day a young Frenchman made a voyage across  
the silver streak in a canoe—and now it is said  
that Moses Gibson, the Putney cabman, is to  
try and row this stretch of water. If Gibson  
succeeds, Mr. C. V. Fox has promised him £100.  
Gibson is a well-known waterman, and is sure  
to make a bold attempt. His patron, Mr. Fox,  
who carried off the Wingfield Sculls, the am-  
ateur championship of the Thames, which has  
been vowed for during seventy years, is an  
Irishman, and when the South African war  
broke out he was gazetted to the 3rd Batta-  
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to the Dublin Bay Sailing Club, and two years  
ago won the Senior Sculls at the Windsor and  
Eton regatta. When up at Pembroke College,  
Oxford, he took the University Challenge Sculls.  
In the Diamonds, at Henley this year, Mr.  
Fox was vanquished by H. T. Blackstaffe, of  
the Vesta R.C. but since then he annexed the  
Irish Sculling Championship and the Coup de  
Paris on the Seine. But his triumph in the  
Wingfield Sculls was gained in record time.  
He is certainly the best amateur sculler we have  
had of late in the British Isles. Next year he  
ought to win the Diamonds, for that is, of  
course, the ambition of all gentlemen who prac-  
tise rowing—one of the very finest forms of  
exercise. If you want to be convinced on that  
point, let me recommend a perusal of the late  
Richard A. Proctor's book entitled *Strength*.  
Mr. Fox is a spirited young Irishman, but if  
Moses Gibson succeeds nothing is proved by the  
experiment save his pluck—which hardly seems  
necessary.

THE TRADE MARKS ORDINANCE,  
1898.  
APPLICATION FOR REGISTRATION OF TRADE  
MARKS.  
NOTICE is hereby given that THE  
AMERICAN TOBACCO COMPANY,  
carrying on business at Victoria, in the Colony  
of Hongkong and elsewhere, as Tobacco Mer-  
chants, have, on the 22nd day of September,  
1900, applied for the registration in Hongkong  
of the following TRADE MARKS:—  
1.—The distinctive device of a Railway  
Engine issuing out of a tunnel and drawing a  
train of cars. Above this device is printed,  
stamped, painted, impressed, branded, stencilled,  
written, drawn, cut, or embossed the word "Rail-  
way," and underneath the said device appears  
the name of the said "THE AMERICAN  
TOBACCO Co."  
2.—The distinctive device of a man in a  
knickerbocker suit riding a diamond framed  
safety bicycle and smoking a cigarette. Above  
the said device is printed, stamped, painted,  
impressed, branded, stencilled, written, drawn, cut,  
or embossed the words "Cyclo Cigarettes," and  
underneath the said device appears the name of  
the said "THE AMERICAN TOBACCO Co."  
3.—The distinctive device of an Eagle with  
outstretched wings standing with outstretched  
talons on the top of the facsimile of a section of  
a globe representing the world. This device is  
depicted on the left hand side of the label cover-  
ing the package in which the special tobacco is  
packed. In combination with this device and  
on the right hand side of the said label is depicted  
the device of a head and shoulders of a Red  
Indian with a head decoration of feathers and in  
full war dress. Round the head appear a scroll,  
two stars being depicted at the top of the scroll,  
one on each side and at the bottom of the scroll  
and immediately in the centre is depicted another  
star.  
4.—On the front of the label covering the  
package in which the special tobacco, viz.  
"Bright Golden Birdseye," is packed is depicted  
the distinctive device of a Railway Engine  
drawing a train of cars passing a signal post.  
Above this device is printed, stamped, painted,  
impressed, branded, stencilled, written, drawn,  
cut, or embossed the word "Railroad," and  
underneath the said device appears the name of  
the said "THE AMERICAN TOBACCO Co." In com-  
bination with the device above  
described is depicted, on the left hand side of  
the label covering the package in which the said  
special tobacco, viz. "Bright Golden Birdseye,"  
is packed, the distinctive device of an Eagle with  
outstretched wings standing with outstretched  
talons on the top of the facsimile of a section of  
a globe representing the world. In combination  
with the above described device and on the  
right hand side of the label covering the package  
in which as aforesaid the special tobacco is  
packed is depicted the device of a head and  
shoulders of a Red Indian with a head decoration  
of feathers and in full war dress. Above this device  
is printed, stamped, painted, impressed, branded,  
stencilled, written, drawn, cut, or embossed the  
word "Railroad."  
5.—The distinctive device of a T. L. F. Fox.  
Above the said device appear the words "Sweet  
Apostol," printed, stamped, painted, impressed,  
branded, stencilled, written, drawn, cut, or em-  
bossed on a background which depicts the rays  
of the sun. Underneath the said device appears  
the name "Kinney Bros., and underneath all  
the above appears the name of the said "THE  
AMERICAN TOBACCO Co." Successors.  
In the name of THE AMERICAN TO-  
BACCO COMPANY, they claim to be the  
proprietors thereof.  
The said TRADE MARKS have been used by  
the applicants for many years in respect of  
the following goods:—  
Unmanufactured and manufactured tobacco  
of all kinds, cigarettes, smoking tobacco, snuffs,  
cheroots and cigars in Casing.  
Facsimiles of the said TRADE MARKS can be  
seen at the Office of the Colonial Secretary of  
Hongkong and also at the Office of the under-  
signed.  
Dated the 6th day of October, 1900.  
JOHNSON, STOKES & MASTER,  
Solicitors for the Applicants.  
12, Queen's Road Central,  
Hongkong.

## SPORT AND ANECDOTE.

## BY AN OLD POET.

## THE PROFESSION OF PEDESTRIANISM.

It was very surprising the other day to read  
three-quarters of a column on the subject of  
pedestrianism from such a cultured critic and  
famous litterateur as Mr. Andrew Lang, and  
above all for an article on this topic to appear  
in the columns of the Daily News. Had Mr.  
Lang's graceful pen been devoted to cricket or  
golf one would not have been in any way  
amazed, but beyond doubt Mr. Lang had a fine  
text in reviewing "Running Recollections"—a  
book which is in some sense an autobiography  
of A. R. Downer, who has made a name as a  
foot-racer both as an amateur and a professional.  
Mr. Lang is quite correct when he says that a  
young man had better enlist, patriotism apart,  
than leave the amateur ranks for the status  
of a professional, and that on the whole  
there cannot be a worse profession. I  
have had considerable experience of what are  
generally called pedestrians, and I wish most  
emphatically to confirm Mr. Lang's opinion.  
Speaking first of all from the merely monetary  
point of view very few professional foot-racers  
save any considerable amount of money—which,  
I suppose, is the first test of success. Few  
enjoyed a greater reputation than Harry  
Hutchens, who won Sheffield Handicaps in  
1878, 1879, 1882, and 1891, but this marvellous  
mover—for he seemed to glide over the ground  
with a low stride, running more on the ball of  
his foot than on his toes—realizes more than any  
body else how fleeting is the reputation gained  
on the path, and that it brings no lasting lucre.  
At one time in Australia there were 4800 foot  
handicaps, and men were backed to win thou-  
sands, but did any of them, Charles Samuels,  
the Queensland aboriginal for instance, who was  
as fast as Hutchens, ever keep their money?  
Most foot-runners who race for cash rarely  
own any of that commodity, and only one of all  
the latter-day celebrities has a banking account.  
Dozens of old "peds," as they are termed, are  
very glad if they can, to use the words of  
Eccles in *Cato* "loan the price of a pint." A  
few such as Paddy Cannon, who is now the  
trainer to the Edinburgh Hibernians, and the  
renowned Johnson, of Stockton, who holds the  
same office to the Sheffield Wednesday football  
team, are in comfortable berths, and highly re-  
spected too among sportsmen, but as a rule  
pedestrians who have lost their pristine powers  
are to be pitied. From this, the most sordid  
standpoint, I agree with Mr. Lang that there  
cannot be a worse profession. One of the most  
famous sprinters who ever lived once told the  
writer that he cursed the day he ever put on a  
pair of pumps—and I can well believe him.

A LIFE STORY WHICH POINTS A MORAL.  
But placing the money question on one  
side, Downer's career points a moral. In his  
case we have a youth of good family, for his  
father occupied a position of importance at  
Kingstown, Jamaica, and in that city his uncle  
is the rector of the principal church. Moreover  
I believe that one of Downer's ancestors had  
grounded for believing that he was entitled to a  
peerage—but he never persevered with his claim.  
Brought while a baby by a devoted mother to  
Edinburgh he was educated at Watson's College,  
and at the Edinburgh Institution. Through-  
out his school days Downer's heart was not in his  
books; it was on the running track. His mother  
could not induce him to give up sprinting.  
Failing in his examinations he never qualified  
by diligent study for any profession. As an  
"amateur runner" he made a living because so-  
called "amateur" clubs, managed by business-  
men—not sportsmen—paid Downer and others  
to run at their athletic festivals. But the  
Amateur Athletic Association heard of these  
things, suspended Downer from competing at  
any meeting, and a well bred youth, a Watson's  
College boy, of strikingly handsome presence,  
and splendid physique, was reduced to obtaining  
"the sinews of war" by avowedly running  
for the cash. His first exploit was against a  
cyclist, and then he became the acknowl-  
edged champion from 100 to 500 yards. But  
strength and elasticity are not always with  
us. One of Downer's feet went wrong—and  
with it his supremacy in pace. Downer was  
always an honest runner. It was impossible  
to induce him to lose a race. He went  
straight for the worst, and has sacrificed  
everything for his love of running, which he  
sincerely believes to be the finest sport. But  
personally he would have been more useful in  
the world, if after failing to get into the navy,  
he had applied himself to some wholesome trade.  
There are thousands of young men to-day who  
have an ambition to be a professional at some  
form of sport. In the vast majority of cases  
they had much better follow some handicraft,  
which if monotonous is at any rate enduring.  
To play cricket, or football, to run, or to box  
for pleasure is one thing, but to earn a living  
for only a few years by cricket, football, running  
or boxing is a very different matter. For the  
average man professionalism is to be avoided.

SPORTING LIBRARIES.  
The directors of the New South Wales Sports  
Club, Limited, with headquarters at Sydney,  
have determined to establish a sporting reference  
library. This is an excellent idea, and might  
well be copied not only by similar institutions  
but even by our public libraries. There is a  
wealth of literature in connection with cricket,  
hunting, golf, and turf, shooting, fishing, and  
yachting, which ought to be at the disposal of  
the public quite as much as masses of fiction.  
The great difficulty would be to make a judicious  
selection. For instance, I know a gentleman  
who has collected considerably over 1,000 books  
on cricket alone. Of course a really fine sport-  
ing library could be selected in one hundred  
books—and some day, I will give you my idea of  
what these consist of.

ALL ABOUT THE BOY SWIMMER.  
I see that the boy swimmer, David Billington,  
is announced to make an attempt on some records.  
This lad, who, it will be remembered, won the  
1,000 Yards Northern Championship in the sea  
at Blackpool, in August, is quite a remarkable  
youth. A native of Basing, he was born on  
July 5th, 1885, and his father taught him to  
swim at the tender age of ten, and a year  
later he commenced to learn the trade of a  
weaver—so that whatever Billington does in  
time to come he will have the skill and the  
knowledge to earn a living. Although only 15  
years of age, he has made a great name. When  
he was 12 he swam in the 1,000 Yards Northern  
Championship, and compassed the course in 15  
mins. 53 secs. When 13 he swam a mile in 29  
mins. 42 secs., a quarter mile in 6 mins. 35 secs.,  
and 100 yards in 1 min. 23 secs. I consider  
these times wonderful, especially for a boy who  
only stands 5 feet and half an inch, with a chest  
measurement of 30 inches. Already he has won  
over one hundred prizes. He went on a little  
tour along the south coast where they are very  
fond of swimming races at their regattas.  
Fourteen prizes fell to his lot, and when he  
returned to Basing there was a brass band and a  
wagonette to take him home. This was not at  
all to the liking of the boy, who is so shy and  
reserved, that he would have hid himself if he  
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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON VIA SUEZ CANAL.	ADAMANTON	Brit. str.	—	Niall	BUTTERFIELD & SWIRE	On 13th inst.
LONDON VIA SUEZ CANAL.	AAJAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL.	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON	CANTON	Jap. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th inst.
BREMEN VIA PORTS OF CALL.	EATON	Ger. str.	—	H. Bleeker	MELCHERS & CO.	On 14th inst. at Noon.
MARSEILLES, HAVRE & COPENHAGEN, VIA P. & O.	CATWAY	Rns. str.	—	F. L. Sommer	MELCHERS & CO.	To-morrow.
MARSEILLES, LONDON & ANTWERP, V. S. PORE &c.	HAKATA MARU	Jap. str.	—	Vaguer	NIPPON YUSEN KAISHA	On 16th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. PORE &c.	TOKIN	Frn. str.	—	N. Trenant	MESSAGERIES MARITIMES	On 19th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. S. PORE &c.	AWA MARU	Jap. str.	—	Forck	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
HAVRE, BREMEN & HAMBURG V. COLOMBO.	SUEVIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	To-morrow.
HAVRE & HAMBURG	AMBRIA	Ger. str.	—	Janzen	CARLOWITZ & CO.	On or about 6th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	SAMBIA	Brit. str.	—	F. Gedge	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK VIA SUEZ CANAL.	HILGLES	Brit. str.	—	O.P. Marshall, R.N.R.	DODWELL & CO., LIMITED	On or about 20th inst.
NEW YORK	GLENGARRY	Brit. str.	—	A. Dixon	McGREGOR BROS. & GOW	On 25th inst.
VANCOUVER, VIA SHANGHAI &c.	EMERALD OF INDIA	Brit. str.	—	J. W. Ekstrand	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI &c.	RIOTIN MARU	Jap. str.	—	T. M. Stevens & Co.	DODWELL & CO., LIMITED	On 24th inst. at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI &c.	MILOS	Ger. str.	—	PACIFIC MAIL S. S. CO.	NIPPON YUSEN KAISHA	On or about 27th inst.
PORTLAND, OREGON VIA SHANGHAI &c.	CITY OF PEKING	Amr. str.	—	O. & O. S. S. CO.	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	COPTIC	Brit. str.	—	BUTTERFIELD & SWIRE	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
SAN FRANCISCO VIA AMOY &c.	AMERICA MARU	Jap. str.	—	BUTTERFIELD & SWIRE	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SAN DIEGO, &c., VIA MOJI &c.	CARLEISLE CITY	Brit. str.	—	GIBB, LIVINGSTON & CO.	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
ATTRACTION PORTS.	CHANGSHA	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 17th inst. P.M.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 12th inst. at 4 P.M.
TRIESTE, VIA STRAITS, CALCUTTA, COLOMBO, &c.	KASUGA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On or about 30th inst.
YOKOHAMA & KOBÉ	SILEZIA	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA VIA NAOSAKI & KOBÉ	CHINGTU	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
KOBÉ & YOKOHAMA	JAPAN	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 10th inst.
NAOSAKI, KOBÉ & YOKOHAMA	HITACHI MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On or about 10th inst.
SHANGHAI	SHIRANO MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 11th inst. at Daylight.
SHANGHAI	SHANSHI	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 21st inst.
SWATOW, AMOY & TAMSUI	SORBAON	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MANILA	AKASHI MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 10th inst. at 5 P.M.
MANILA	SUNGKIANG	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	Quick despatch.
MANILA VIA AMOY	CHANGSHA	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	DIAMANTE	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	PAX	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 14th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	CHELYDRA	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	
	BISAGNO	Ital. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	
	KAGOSHIMA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	

## SHIPPING.

**ARRIVALS.**  
 Nov. 6, BINAHO, Italian str., 1,509, D. Maganini, Bombay, 17th Oct. and Singapore 30th, General.—CARLOWITZ & CO.  
 Nov. 6, PHUENHIRE, British str., 5,550, James Wallace, Sydney via Taku 6th Oct., Fodor and Horner.—DODWELL & CO., LIMITED.  
 Nov. 7, KIRKFIELD, British str., 2,289, S. B. Watson, Cardiff 21st September, Coal.—DODWELL & CO., LTD.  
 Nov. 7, THYM, Norwegian steamer, 719, Dahl, Canton 6th November, General.—EAST ASIATIC TRADING CO.  
 Nov. 7, ULKES, British steamer, 2,281, J. Edmondson, Singapore 1st Nov., General.—BUTTERFIELD & SWIRE.  
 Nov. 7, HONGKONG, French str., 862, Pannier, Haiphong 5th November and Hoihow 6th, General.—A. R. MARTY.  
 Nov. 7, KAMAKURA MARU, Japanese str., 3,796, H. Peterson, Antwerp 23rd September, General.—NIPPON YUSEN KAISHA.  
 Nov. 7, SARDINIA, German transport, 2,269, C. Schönlank, from Kiel, 1st Nov., General.—JARDINE, MATHESON & CO.  
 Nov. 7, TAIANO, British steamer, 1,544, Wilde, Canton 7th November, General.—JARDINE, MATHESON & CO.  
 Nov. 7, VON POMMER, German str., 970, F. Gersting, Singapore 31st Oct., Cable.—CARLOWITZ & CO.  
 Nov. 7, COPTIC, British str., 2,744, John H. Rinder, San Francisco 10th October and Shanghai 5th November, Mails and General.—O. & O. S. N. CO.  
 Nov. 7, MAIDZURU MARU, Jap. str., 667, T. Ogata, Tamsui 4th Nov., Amoy 5th and Swatow 6th, General.—M. B. KAISHA.  
 Nov. 7, MONGKUT, German str., 964, A. Müller, Bangkok 31st Oct., General.—BUTTERFIELD & SWIRE.  
**CLEARANCES.**  
 AT THE HARBOUR MASTER'S OFFICE.  
 7TH NOVEMBER.  
 Hamburg, German bark, for New York.  
 Topygall, British bark, for Port Townsend.  
 Lyceon, German str., for Shanghai.  
 Glenarthy, British str., for Kobe.  
 Chunyang, British str., for Singapore.  
 Hailong, British str., for Haiphong.  
 Hsinfeng, British str., for Shanghai.  
 Akashi Maru, Jap. str., for Swatow.  
 Hong Wan, British str., for Amoy.

## DEPARTURES.

Nov. 8, C. LAURE, French cr., for Foochow.  
 Nov. 7, MORTREY, Amr. monitor, for Canton.  
 Nov. 7, CASSUS, German str., for Taku.  
 Nov. 7, SIERRA CORDOVA, British ship, for Royal Road.  
 Nov. 7, CHOWTAI, German str., for Bangkok.  
 Nov. 7, AKASHI MARU, Jap. str., for Swatow.  
 Nov. 7, HONO WAN, British str., for Amoy.  
 Nov. 7, HAINFUNG, British str., for Shanghai.  
 Nov. 7, HAILONG, British str., for Haiphong.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Topygall.  
 KOWLOON DOCK.—Don Juan de Austria, Adamastor, Chingtu, H.M.S. Janus, Menelaus, Tartar, Amigo, H.M.S. Sandpiper, Trym.  
 COSMOPOLITAN DOCK.—Stanfield, Changsha, Forest Dale.

## SHIPPING REPORTS.

The British steamer *Perthshire*, from Sydney via Taku 6th Oct., had moderate S.E. and N.E. winds and fine weather.  
 The Japanese steamer *Maideuru Maru*, from Tamsui 4th Nov., Amoy 5th and Swatow 6th, had fine, cloudy weather with moderate N.E. breeze and moderate sea throughout.  
 The British steamer *Coptic*, from San Francisco 10th Oct. and Shanghai 5th Nov., had calm from Shanghai to Tung Yung; thence light N.E. monsoon with fine weather to port. Nov. 5th spoke the U.S. transport *Port Albert*, in lat. 25.53 N., long. 123.17 E., bound to south-westward.

## VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.  
 FOR MANILA.  
 THE Company's Steamship

## "SUNGKIANG."

Captain Moore, will be despatched as above TO-MORROW, the 8th inst., at 4 P.M.  
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
 A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 8th November, 1900. [2791]

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
 THE Company's Steamship

"CHELYDRA."  
 Captain Davis will be despatched as above TO-MORROW, the 9th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
 Hongkong, 3rd November, 1900. [2799]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BANGKOK.  
 THE Company's Steamship

"CATHAY."  
 will be despatched as above TO-MORROW, the 9th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.  
 Hongkong, 7th November, 1900. [2830]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
 THE Company's Steamship

"CHANGSHA."  
 Captain T. Moore, will be despatched as above TO-MORROW, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
 For Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 25th October, 1900. [2837]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
 THE Company's Steamship

"CHANGSHA."  
 Captain T. Moore, will be despatched as above TO-MORROW, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
 N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.  
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 25th October, 1900. [2836]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
 THE Company's Steamship

"DIAMANTE."  
 Captain A. Ramsay, will be despatched as above on SATURDAY, the 10th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.  
 A doctor is carried.  
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.  
 Hongkong, 6th November, 1900. [2836]

NOTICE TO SHIPPERS.

FOR MANILA VIA AMOY.  
 THE Company's Steamship

"PAX."  
 Captain Damster, will load here as above and will have quick despatch.

For Freight, apply to MELCHERS & CO., Agents.  
 Hongkong, 5th November, 1900. [2897]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	KOBÉ and YOKOHAMA
H. Peterson	FRIDAY, 9th Nov., at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO
T. Murai	WEDNESDAY, 14th Nov., at NOON.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID
F. L. Sommer	FRIDAY, 16th Nov., at DAYLIGHT.
HITACHI MARU	KOBÉ and YOKOHAMA
G. Anderson	FRIDAY, 23rd Nov., at NOON.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE
E. W. Haswell	FRIDAY, 23rd Nov., at 4 P.M.
RIOTIN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBÉ and YOKOHAMA
J. W. Ekstrand	SATURDAY, 24th Nov., at 4 P.M.
SHIRANO MARU	NAGASAKI, KOBÉ and YOKOHAMA
G. E. P. Cook	MONDAY, 26th Nov., at NOON.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID
N. Trenant	FRIDAY, 30th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Clatter Road.

A. S. MIHARA, Manager.  
 Hongkong, 30th October, 1900. [12]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN	Noon, 10th Nov.	See Special Advertisement.
	C. D. Bennett, R.N.R.	Nov.	
SHANGHAI	SORBAON	About 10th Nov.	Freight or Passage.
	L. M. Whitmer, R.N.R.	Nov.	
LONDON	CANTON	About 29th Nov.	Freight or Passage.
	C.F. Lockstone, R.N.R.	Nov.	
YOKOHAMA VIA NA- GASAKI & KOBÉ	JAPAN	About 30th Nov.	(Passing through the Inland Sea). Freight or Passage.
	G. K. Wright	Nov.	

## PASSENGER SEASON, 1901.

s.s. PLASSY ... 7,240 tons ... March 30th ... MARSEILLES and LONDON DIRECT.  
 s.s. SOBBAON ... 7,382 tons ... April 27th ... Without Transshipment.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th November, 1900. [1]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE.) (FREIGHT SERVICE.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN, HAMBURG (via COLOMBO)	On 19th November.
Capt. Förck	(London with transshipment in Hamburg)	Freight.
AMBRIA	HAVRE & HAMBURG	About 6th December.
Capt. A. Wagner	(London with transshipment in Hamburg)	Freight.
ARAGONIA	HAVRE & HAMBURG	About 20th December.
Capt. Förck	(London with transshipment in Hamburg)	Freight.
WITTENBERG	HAVRE & HAMBURG	About 30th December.
Capt. Hempel	(London with transshipment in Hamburg)	Freight.
SAMBIA	HAVRE & HAMBURG	About 8th January.
Capt. Schmidt	(London with transshipment in Hamburg)	Freight.

For further particulars as to Freight, Passage, etc., apply to

## CARLOWITZ &amp; CO.,

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	November 28
BRAEMAR	3,601	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £82.

Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th November, 1900. [10]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
 "EMPEROR OF INDIA" ... Comdr. C. P. Marshall, R.N.R. ... WEDNESDAY, 21st Nov., 1900  
 "EMPEROR OF JAPAN" ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 19th Dec., 1900  
 "EMPEROR OF CHINA" ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE—cross connection is made at Montreal, Quebec, Halifax, and other stations with all Trans-Atlantic Lines, which passengers to various points at reduced rates. Good for 4, 6, 9, and 12 months.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's service enhance its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peltier Street.

Hongkong, 25th October, 1900. [9]



## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN,"  
Capt. C. D. Bennett, R.N., carrying Her Majesty's Mails, will be despatched from this office for Bombay on SATURDAY, the 10th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 29th October, 1900. [1]

## NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND MURATTO UNITED COMPANIES).

## STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain Magazzini, will be despatched as above on SATURDAY, the 10th November, at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st October, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

THE Company's Steamship

"SHANSI,"

Captain Carnahan, will be despatched as above on SATURDAY, the 10th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th November, 1900. [2905]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIZURU MARU,"

Captain T. Ogata, will be despatched as above on SUNDAY, the 11th instant, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th November, 1900. [15]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN AND QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th October, 1900. [2769]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MAKASSAR, MEDAN, SOERABAYA AND BLACK SEA PORTS.

## LONDON, HAVRE, BORDEAUX, ALSO

## PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship

"TONKIN," Captain Vaquier, with Mails, Passengers, Specie and Cargo, will leave this port for MAHARAJES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900. [2]

## VESSELS ON THE BERTH

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.

GABRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

Dona (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, en-cabotage at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCELS, PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900. [4]

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, and to the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900. [5]

## VESSELS ON THE BERTH

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on MONDAY, the 12th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th November, 1900. [2735]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"

Captain Nish, will be despatched as above on TUESDAY, the 13th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd October, 1900. [2569]

## OCEAN STEAMSHIP COMPANY.

## FOR LIVERPOOL, DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"TANTALUS,"

Captain Gregory, will be despatched as above on SATURDAY, the 17th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1900. [2646]

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"HILGLEN" will be despatched for the above port on or about the 26th November, 1901.

For Freight, apply to

DODWELL & CO., LD., Agents.

Hongkong, 25th October, 1900. [2410]

## GLEN LINE OF STEAMERS.

## FOR NEW YORK.

THE Company's Steamship

"GLENGARRY,"

Captain F. Gedy, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, Agents.

Hongkong, 26th October, 1900. [2740]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX,"

Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900. [2688]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at NOON.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 4th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th November, 1900. [8]

## VESSELS ON THE BERTH

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons

S.S. "KVAEVEN" On 12th Dec. 2,463 Tons

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 20th November.

The Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th November, 1900. [14]

## LOADING ON THE BERTH.

## FOR PORTLAND, OREGON VIA JAPAN.

THE First Class Twin Screw Steamer

"MILOS" will be despatched on or about 27th instant.

For Freight, apply to

T. M. STEVENS & CO., Agents.

Hongkong, 7th November, 1900. [2881]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by VESSELS during their stay in Hongkong Harbour.

STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

## HONGKONG STEAMERS.

Amigo, German str., 771, Bendixen, Nov. 1, Jøben & Co.

Anping Maru, Jap. str., 1,058, Atsumi, Nov. 3, Mitsui Bussan Kaisha

Biscione, Italian str., 1,503, Magagnoli, Nov. 6, Carlowitz & Co.

Cathay, Russian steamer, 3,571, Jensen, Nov. 2, Melchers & Co.

Changsha, British str., 1,463, Moore, Oct. 22, Butterfield & Swire

Chalydra, British str., 1,574, Davies, Nov. 2, Jardine, Matheson & Co.

Chingta, British str., 2,390, Williams, Oct. 17, Butterfield & Swire

Chunyang, British str., 1,418, Muir, Nov. 1, Jardine, Matheson & Co.

Chrysanthe, British str., 1,282, Messer, Nov. 3, Bradley & Co.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Nov. 2, P. M. S. Co.

Clam, British steamer, 2,311, Evans, Nov. 6, Arnold, Karsberg & Co.

Coptic, British steamer, 2,744, Rinder, Nov. 7, O. & O. S. S. Co.

Decima, German str., 794, Christiansen, Nov. 6, Chinese

Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. R. Co.

Forest Dale, British str., 2,215, Cripey, Nov. 5, Brando & Co.

Formosa, British str., 674, Hodgins, Nov. 6, Douglas Laiprak & Co.

Glenduff, British str., 1,943, Warner, Nov. 4, McGregor Bros. & Gow

Hanch, French steamer, 749, Fannior, Nov. 5, A. R. Marty



## POST OFFICE NOTICES.

**627 XMAS AND NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 9th November, are due in London about the 18th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

**The Spheron.** With the English Mail of the 12th October, left Singapore on Sunday, the 4th inst. at 1 p.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 10th September.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Hainan	Hanoi	Thursday, 8th, 11.00 A.M.
Hankow	Cathay	Thursday, 8th, 5.00 P.M.
Shanghai	Shans	Thursday, 8th, 5.00 P.M.
Hongkong	Hormes	Thursday, 8th, 5.00 P.M.
Kobe and Yokohama	Kamakura Maru	Thursday, 8th, 5.00 P.M.
Haitow and Pakhoi	Hoiho	Friday, 9th, 8.00 A.M.
Singapore, Penang and Calcutta	Chetayra	Friday, 9th, 11.00 A.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Friday, 9th, 3.00 P.M.
Manila	Sangkang	Friday, 9th, 3.00 P.M.
Singapore, Penang and Bombay	Bisagno	Saturday, 10th, 10.00 A.M.
EUROPE, &c., India via Tutuicoria		Saturday, 10th, 8.00 A.M.
(Late Letters 10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		
Manila	Diamante	Saturday, 10th, 4.00 P.M.
Yokohama and Kobe	Chingtu	Saturday, 10th, 4.00 P.M.
Swatow, Amoy and Taiwan	Anping Maru	Sunday, 11th, 3.00 P.M.
EUROPE, &c., India via Tutuicoria		Sunday, 11th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		
EUROPE, &c., India via Tutuicoria		Sunday, 11th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		

## TO-DAY.

Meeting of the Hongkong Boat Club, Cricket Club House, 6 p.m.

## TO-MORROW.

Sale, Furniture, Sales Rooms, Messrs. Hughes and Hume, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

WEDNESDAY, 7th November.

ON LONDON—	Telegraphic Transfer	214	
	Bank Bills, on demand	214	
	Bank Bills, at 30 days sight	214	
	Bank Bills, at 4 months sight	214	
	Credits, at 4 months sight	214	
	Documentary Bills, 4 months sight	214	
ON PARIS—	Bank Bills, on demand	2.634	
	Credits, at 4 months sight	2.69	
ON GERMANY—	On demand	2.144	
ON NEW YORK—	Bank Bills, on demand	50	
	Credits, 60 days sight	52	
ON BOMBAY—	Telegraphic Transfer	157	
	Bank, on demand	157	
ON CALCUTTA—	Telegraphic Transfer	157	
	Bank, on demand	157	
ON SHANGHAI—	Bank, at sight	714	
	Private, 30 days sight	724	
ON YOKOHAMA—	On demand	23 p.c. dis.	
ON MANILA—	On demand	1 p.c. p.m.	
ON SINGAPORE—	On demand	14 p.c. p.m.	
ON BATAVIA—	On demand	1254	
ON HAIPHONG—	On demand	2 p.c. p.m.	
ON SAIGON—	On demand	1 p.c. p.m.	
ON BANGKOK—	On demand	60	
SOVEREIGNS, Bank's Buying Rate			9.45
GOLD LEAF, 100 fine, per tael			50
BAR SILVER, per oz			204

## OPIUM.

Malwa New	\$770	to \$780 per picul.
Malwa Old	\$800	to \$810
Malwa Older	\$830	to \$840
P. P. per-wrapped	\$850	to \$860
Persian fine quality	\$870	to \$880
Persian extra fine	\$890	to \$900
Patna New	\$945	to \$955 per chest.
Patna Old	\$945	to \$955
Benares New	\$945	to \$955
Benares Old	\$945	to \$955

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. steamer *Sabrosa* left Singapore for this port on the 4th inst. at 1 p.m., with the outward English mails, and is due here to-morrow.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *Kontig* Albert, carrying the German mails with dates from Berlin of the 15th Oct., left Colombo on Friday, the 3rd inst., and may be expected here on or about Tuesday, the 13th inst.

The Imperial German Mail steamer *Bayern* left Kobe via Nagasaki and Shanghai on Sunday, the 4th inst., and may be expected here on or about Tuesday, the 13th inst.

**THE INDIAN MAIL.**  
The steamer *Lightning*, from Calcutta, left Singapore for this port on Saturday afternoon, the 3rd inst.

**THE AMERICAN MAIL.**  
The T. K. K. steamer *America* Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 17th ult.

The P. & O. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.

The Q. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

**MERCHANT STEAMERS.**  
The N. A. L. steamer *Ambrisa*, from Hamburg, left Singapore for this port on the 2nd inst., and may be expected here on or about the 8th inst.

The Glen Line steamer *Glenferry*, from London, left Singapore on the 5th inst., and is due here on the 11th inst.

The N. Y. K. steamer *Kagoshima* Maru (Bombay Line) left Kobe via Moji for this port on the 6th inst., and is expected to arrive here on the 13th inst.

## JOINT STOCK SHARES.

HONGKONG, 7th November.

STOCKS.	No. of Shares.	Issue Price.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/12 = \$15.08 per share for 1st half year 1900	318 p.c. pr. = \$101.4
Bank of China & Japan, Ltd.	100,000	25	25	None	21
Do. Do. Do.	100,000	25	25	None	25.5s.
National Bank of China, Ltd.	10,000	25	25	2/8 for 1899	\$26, sales & buyers
Do. Founders' Shares	20,000	25	25	2/8 for 1899	\$26, buyers
<b>MARINE INSURANCE.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p.c. = \$20 for 1898	\$245, sales
China Traders Ins. Co., Ltd.	24,000	\$250	\$250	10 p.c. = \$10 for 1898	\$52, sales
North China Ins. Co., Ltd.	5,000	\$2100	\$2100	10 p.c. = \$10 for 1898	\$110, sales
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$100	10 p.c. = \$10 for 1898	\$127, buyers
Canton Ins. Office, Ltd.	10,000	\$250	\$250	10 p.c. = \$10 for 1898	\$127, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	10 p.c. = \$10 for 1898	\$127, buyers
<b>FIRE INSURANCE.</b>					
Hongkong Fire Ins. Co., Ltd.	6,000	\$250	\$250	\$27 for 1898	\$205
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$27 for 1898	\$78
<b>SHIPPING.</b>					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30-6-1900	\$321, sales & sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	10 p.c. = \$10 for 1898	\$301, buyers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p.c. = \$10 for 1898	\$65, sales & sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p.c. = \$12 for 1898	\$41, buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	10 p.c. = \$10 for 1898	\$401, buyers
Do. Ordinary	20,000	\$10	\$10	10 p.c. = \$10 for 1898	\$401, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	10 p.c. = \$10 for 1898	\$18
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	10 p.c. = \$10 for 1898	\$41, buyers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	10 p.c. = \$10 for 1898	\$112, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	10 p.c. = \$10 for 1898	\$35, buyers
<b>Mining.</b>					
Panjo Mining Co., Ltd.	60,000	\$8	\$8	None	\$2.00, sellers
Do. Preference	30,000	\$1	\$1	None	\$2.00, sales & buyers
Societe Fran. des Ch. de B. de l'Inde	10,000	\$250	\$250	None	\$250, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	10 p.c. = \$10 for 1898	8 cts., sellers
Jelatu Mining and Trading Company, Ltd.	45,000	\$5	\$5	10 p.c. = \$10 for 1898	\$71
Ramb. Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	10 p.c. = \$10 for 1898	\$50, sellers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	10 p.c. = \$10 for 1898	\$24, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	10 p.c. = \$10 for 1898	\$1.50, sellers
Do. Preference	70,000	\$1	\$1	10 p.c. = \$10 for 1898	10 cts.
<b>DOCK, WHARF, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	10 p.c. = \$10 for 1898	\$45, buyers
Hongkong and Kowloon Wharf & S. Co., Ltd.	90,000	\$50	\$50	10 p.c. = \$10 for 1898	\$54, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	10 p.c. = \$10 for 1898	\$201, buyers
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	10 p.c. = \$10 for 1898	\$201, buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	10 p.c. = \$10 for 1898	\$183, sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	10 p.c. = \$10 for 1898	\$25
West Point Building Company, Limited	12,500	\$50	\$50	10 p.c. = \$10 for 1898	\$201, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p.c. = \$10 for 1898	\$18, sales & sellers
Oriental Hotel Co., Limited	7,000	\$50	\$50	10 p.c. = \$10 for 1898	\$11.75, sellers
Humphreys Est. & Fin. Co., Ltd.	100,000	\$10	\$10	10 p.c. = \$10 for 1898	\$11.75, sellers
<b>COTTON MILLS.</b>					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	10 p.c. = \$10 for 1898	\$15, 50
International Cotton Milling Co., Ltd.	10,000	\$100	\$100	10 p.c. = \$10 for 1898	\$15, 45
Laau Kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	10 p.c. = \$10 for 1898	\$15, 50
Soy Chee Cotton Spinning & Weaving Co., Ltd.	2,000	\$100	\$100	10 p.c. = \$10 for 1898	\$15, 80
Yahloong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	10 p.c. = \$10 for 1898	\$15, 80
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p.c. = \$10 for 1898	\$183, sellers
China Borneo Co., Ltd.	7,000	\$20	\$20	10 p.c. = \$10 for 1898	\$31
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p.c. = \$10 for 1898	\$18, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	10 p.c. = \$10 for 1898	\$104, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	10 p.c. = \$10 for 1898	\$15, buyers
Hongkong Telephone Co., Ltd.	10,000	\$50	\$50	10 p.c. = \$10 for 1898	\$170, sellers
Gas, Piping & Co., Ltd.	6,000	\$25	\$25	10 p.c. = \$10 for 1898	\$20, sales
Hongkong Ice Co., Ltd.	6,000	\$25	\$25	10 p.c. = \$10 for 1898	\$171, buyers
Hongkong High Level Tramway Co., Ltd.	1,250	\$100	\$100	10 p.c. = \$10 for 1898	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$71	\$71	10 p.c. = \$10 for 1898	\$84
Carmichael & Co., Ltd.	2,000	\$25	\$25	10 p.c. = \$10 for 1898	\$85
Ek & China Bakery Co., Ltd.	600	\$50	\$50	10 p.c. = \$10 for 1898	\$80
Campbell, Moore & Co., Ltd.	1,250	\$100	\$100	10 p.c. = \$10 for 1898	\$85
Ball's Asbestos & Ag. Co., Ltd.	10,000	\$10	\$10	10 p.c. = \$10 for 1898	\$15, 50
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	10 p.c. = \$10 for 1898	\$15, 50
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	10 p.c. = \$10 for 1898	\$3, sellers
China Provident Loan & Mortgage Co., Ltd.	60,000	\$20	\$20	10 p.c. = \$10 for 1898	\$6.75, sellers
Watkins, Limited	10,000	\$10	\$10	10 p.c. = \$10 for 1898	\$10, sellers
Universal Trading Co., Ltd.	50,000	\$20	\$20	10 p.c. = \$10 for 1898	\$51, buyers
<b>COAL.</b>					
Alhambra, Limited	200	\$500	\$500	10 p.c. = \$10 for 1898	\$1,000
La Commercial, Limited	200	\$500	\$500	10 p.c. = \$10 for 1898	\$1,000
Hensons, Limited	750	\$100	\$100	10 p.c. = \$10 for 1898	\$100
La Favorite, Limited	130	\$300	\$300	10 p.c. = \$10 for 1898	\$390

## CARMICHAEL &amp; BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light-draft vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams: "CELESTE," Hongkong. Telephone: 222.

B. F. CARMICHAEL, B. F. BARLOW, Hongkong, 1st June, 1899. [1637]

## AMERICAN SYSTEM OF DENTISTRY.

No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 15th September, 1899. [2419]

**SIEN TING.**  
SURGEON DENTIST, No. 10, D'AGUIAR STREET. Terms Very Moderate. Consultation Free. Hongkong, 23rd September, 1899. [2482]

**DAVID GONZALEZ & SON'S**  
MERCHANT NAVY, NAYE BOILED, LONG FLAX, REMIANCE CROWN, TARPULING, ARNHOLD KARBURG & CO. Sole Agents. [2481]

## PORTLAND CEMENT.

J. B. WHITE & BROS. Sole Agents for China, HOLLAND, WISE & CO. Hongkong, 16th September, 1899. [2724]

## WO FAT &amp; CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS. No. 11, LEE YUEN STREET, EAST. Hongkong, 25th July, 1900. [2074]

## CARBOLINUM-AMENARIUS.

Used for over twenty years. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness. Sole Agents for China, LUTGENS, REINSMANN & CO. Hongkong, 31st August, 1897. [33]

## WING CHEONG.

JEWELLERY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS. AND GENERAL EXPORTERS. We beg to inform the Ladies and Gentlemen of this Colony that we commenced business on the 1st April, 1900, and we solicit their kind patronage. No. 1 & 3, D'AGUIAR STREET. Behind Hongkong Dispensary. Hongkong, 6th April, 1900. [2581]

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 6th NOVEMBER, 1900.

STATION.	Hour.	Bar.	Therm.	Wind.	Clouds.	Remarks.
Victoria	7 a.m.	30.08	70.0	W 4	1	
Tokyo	10 a.m.	30.07	70.0	W 4	1	
Kobe	10 a.m.	30.07	70.0	W 4	1	
Nagasaki	10 a.m.	30.07	70.0	W 4	1	
Kagoshima	10 a.m.	30.07	70.0	W 4	1	
Taipei	1 p.m.	30.06	70.0	W 4	1	
Tientsin	1 p.m.	30.06	70.0	W 4	1	
Kobe	1 p.m.	30.06	70.0	W 4	1	
Pescadore	1 p.m.	30.06	70.0	W 4	1	
Guthrie	1 p.m.	30.06	70.0	W 4	1	
Shanghai	1 p.m.	30.06	70.0	W 4	1	
Amoy	1 p.m.	30.06	70.0	W 4	1	
Swatow	1 p.m.	30.06	70.0	W 4	1	
Canton	1 p.m.	30.06	70.0	W 4	1	
Hongkong	1 p.m.	30.06	70.0	W 4	1	
Victoria Peak	1 p.m.	30.06	70.0	W 4	1	
Gap Rock	1 p.m.	30.06	70.0	W 4	1	
Macao	1 p.m.	30.06	70.0	W 4	1	
Haiphong	1 p.m.	30.06	70.0	W 4	1	
Manila	1 p.m.	30.06	70.0	W 4	1	
Batavia	1 p.m.	30.06	70.0	W 4	1	
Cebu	1 p.m.	30.06	70.0	W 4	1	
C. S. James	1 p.m.	30.06	70.0	W 4	1	

On the 7th at 11.30 a.m. The barometer has fallen in 24 hours, from 30.08 to 30.06. The thermometer has risen from 70.0 to 70.0. The wind has blown from the West at 4 miles per hour. The sky has been clear.

## HONGKONG TIDE TABLE.

Hour.	High Water.	Low Water.
7 a.m.	30.08	30.06
10 a.m.	30.07	30.05
1 p.m.	30.06	30.04
4 p.m.	30.05	30.03
7 p.m.	30.04	30.02
10 p.m.	30.03	30.01
1 a.m.	30.02	30.00